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The study is confined to two typical counties, one in New York and one in Vermont. The fairness of the conclusions is assured by the fact that Mr. Gill has been for fifteen years minister to a country church and that the book is published by authority of the Federated Churches of Christ in America. For the twenty-year period studied, the church attendance declined about one-third. Attendance decreased in the strictly rural districts, country districts, and towns of less than 2,500 population about 52 per cent. The church was less liberally supported than formerly, the minister inefficient, and the prestige and influence of the church declining. The authors found damaging evidence against over-churching; "the more numerous the churches, the greater the loss in attendance." The two townships with but one church each held their own better than the others.

Considerable attention is devoted to suggestions for improving the condition of the rural church. No single solution of the problem is proposed. The country church cannot be successful apart from a successful community. The country church cannot prosper unless it is deeply, intelligently, and effectively interested in agricultural production. If the churches in the rural districts are to be a force in improving conditions, there must be a program of social service adaptive to the rural needs, an effective country ministry, and church co-operation.

This is one of the most important books written dealing with the country problem. Its analysis of the status of the country church is scientific and its constructive work logical and clear. Already one important movement has come from the investigation—The Hartford Forward Movement. The book is indispensable to any student of rural problems and intensely interesting to anyone who has a social interest.

Men and Rails. By ROWLAND KENNEY. London: T. Fisher Unwin, 1913. 12mo, pp. xiii+263. 6s. net.

The writer of this volume first takes up the origin of railways, the early opposition to them by those in possession of stage routes and waterways, and their final recognition. A consideration of the growth and amalgamation of the railroad systems is followed by a discussion of the general problems of labor, such as hours, wages, safety appliances, trade unionism with its strikes, conciliation boards, trade agreements, etc. The British government, and especially the board of trade, come in for their share of criticism, the author believing that both bow to the will of the railroad directors. The history of the great railway strike of 1911 is given, and the active part which the government took in this strike is attributed to a fear of foreign complications.

In concluding, the author asks: "Where is it all going to end?" The general feeling among the people seems to favor "railway nationalization," but this, he believes, is only a beginning of the end. He favors rather guild socialism, that is, "the whole of the labor required for railway working should

be organized into one guild. The ownership of the railways should be vested in the state and the guild would be responsible for the carrying-on of the industry. Or, in other words, the labor monopoly now in existence should be organized so that its executive force could trade direct with the nation for the supply of that which it would have for sale, the labor of its units." Mr. Kenney does not consider this an ideal solution, but claims for it the merit of being practical.

This book, while not as sentimental as is much of the literature that is at present being written on the general subject of labor unrest, cannot be said to be a scientific treatise of the labor problem arising in the railroad industry. The writer often gives statistics to prove his contention but fails in many cases to give references, in more than a general way, for the sources of his figures. This, regardless of the accuracy of any data given, casts a shadow of doubt over the argument. Especially is this true in the case of a reader who may have had experience in reading the literature of industrial disputes. Further, no bibliography is given by which statements might be corroborated. It is the work of a layman writing for the general reader.

Artificial Flower Makers. By MARY VAN KLEECK. New York: Survey Associates, Inc., 1913. 12mo, pp. xix+261. \$1.50.

This study of the artificial flower-trade workers by Mary Van Kleeck is the second of a series of investigations on women in industry made by the Russell Sage Foundation Committee on Women's Work. The study is based on first-hand information secured from employers and employees in New York City where three-fourths of the artificial flowers made in the United States are produced. The purpose of the investigation was to ascertain "the well-being of the girls employed, in so far as it could be measured in wages, hours of labor, regularity of employment, opportunity to acquire skill, chance to advance, and the conditions of living made possible by the wages received."

The results of the study show very low wages and intermittent employment. It is not possible in the trade to make up a stock of goods because of changing fashions. The producer of artificial flowers does not know what kinds of flowers will be in demand. He can make flowers only on orders, which means rush work for a short while, followed by a slack season. Because of the nature of the work, much of it can be done at home; this tends to lower wages. In 13.3 per cent of the cases investigated, the workers received less than three dollars per week, while the average was only \$6.37 per week. The Fifty-four Hour Labor Law of New York is evaded in over three-fourths of the shops by the sending of work home by the employers to be done after closing hours.

A comparison of the trade in the United States and France showed that the conditions under which the business is conducted in this country preclude any